

New Comic Song and Dance Albums at W. Robinson & Co.

THE German man-of-war *Alexandrine* arrived here this afternoon from Nagasaki.

THE British steamer *Pallas*, Capt. Murray, which arrived here late last night from Kutchinofa (Japan), reports passing the ship *Queen Margaret* in lat. 47. der. north and long. 126 deg. east. The *Pallas* encountered an exceptionally strong north-west gale from Kutchinofa to the Formosa Channel.

THE Tientsin correspondent of the *N. C. Daily News* writes:—Probably your readers know more about this than we do, but it is understood up here that the whole concern of the China Merchants' Steam Navigation Company has been transferred to Messrs. Carlows & Co., and that the ships will now sail under the German flag.

At the Magistrate yesterday, Mr. Wodehouse, Coroner, concluded an inquiry into the circumstances attending the death of Sung Sheng Li, a boatman who was stabbed to death on the 18th ult. After the evidence of Drs. Lawson and Marques was led, the Coroner said that "death was occasioned by peritonitis, which was caused by a stab in the loins inflicted, together with other wounds, on the deceased by some person or persons unknown."

WHAT is this disease that is coming upon us? Just look at this awful clipping *fo* from the *Siam Free Press* and then buy a dozen small Handkerchiefs and just wall sell all! Abuse—"We have so far received this month only one copy of the *China Mail* and this is dated January 1st." The world would seem to be retrogressing so far as our contemporary is concerned,"—**AB.** No wonder the columns of the paper are full of complaints how slow as dull and unpalatable as China-tow's ditchwater for weeks past!

THE popularity of Mr. E. J. Ackroyd, Acting Chief Justice, and the high esteem in which he is held by all classes of residents, was evidenced by the large and influential gathering on Forenoon Pedlar's Wharf at eleven o'clock this forenoon to bid the indefatigable Judge farewell. There were present on the wharf his Excellency the Governor, Major-General Digby Barker, Capt. and Miss Barker, Capt. Sterling, A.D.C., Mrs. Capt. Murray, A.D.C., the Captain Superintendent of Police and Mr. Mav, Mr. Justice and Mrs. Wile, Mr. and Mrs. D. Gilles, Messrs. H. E. Wodehouse, and W. C. H. Hastings (Police Magistrate), Mr. J. J. Keswick, Dr. and Mrs. Hamilton, Mr. A. S. B., Mr. D. R. Sassoon, the whole of the members of the local Bar and a large number of other leading residents. Several of them made eloquent speeches, and the hon. member for the *Ermak* Islands came as soon as that stately officer was under way, ringing cheers were given for the departing official, who may have his equals in the public service but, as far as hard work and conscientiousness is concerned, certainly no superiors.

NEWS BY THE AUSTRALIAN MAIL.

The Eastern and Australian Co.'s steamship *Mennaur*, Capt. Hugh Craig, from Sydney and ports, arrived in harbour yesterday evening. For the subjoined telegrams we are indebted to our Colonial exchanges:

LONDON, February 4th.
Sir Roland Vaughan Williams, who was recently removed from the Companies Winding-up Branch of the Bankruptcy Department, and who stated that unless the order for his removal was cancelled he would publish some letters he had received and received from high persons condemning his action in the case of the directors of the old New Zealand Loan and Mercantile Agency Company, Limited, has resumed the company business of the Bankruptcy Department.

A scene occurred at the close of the trial of Madame Fontaine, lady moving in high society in Antwerp, Belgium, on a charge of having caused the death of several of her relatives. The prosecutor failed when sentence of death was pronounced upon her.

The verdict and sentence were received by the crowd with frantic manifestations of joy. The prisoner was greeted with jeers and cries of "Lynch her."

A congress of Russian millers has been held at Moscow for the purpose of regulating the export of flour from Russia.

It was resolved to confine the export of flour to Great Britain, Egypt, Asia Minor, and the shores of the Black Sea and the Mediterranean.

HOBART, February 4th.
Admiral Bridge made his official landing this afternoon. He proceeded to Government House, where he was received by the Governor.

MELBOURNE, February 4th.
The Full Court has refused its application of the liquidators of the Freehold Investment Banking Company for a new trial of the action brought against them by Madame De Albi, in which the latter recovered £30,000 damages for injuries sustained in a lift accident.

An inquest was held to-day on the body of W. White, clerk of the National Bank, who was found dead in Albert Park on the 1st instant. A letter was found on the body, addressed to the National Bank, containing a request for money on the misappropriation of £246. A verdict of suicide by shooting was returned.

LONDON, February 4th.
A terrible disaster has occurred in a colliery Montcaen les Mines, in France.

By an explosion of fire-damp, 50 miners were killed, and many others were horribly injured.

The Agents-General for the Australian colonies have reluctantly left the question of the extension of the franchise to the people of the colonies to the Postal Committee. The committee expects to obtain the consent of the Orient Steam Navigation Company to the compulsory calling mail steamers at Colombo, both onwards and homeward, and also to secure the abolition of a special rate for the parcel post. It is not considered likely that the other proposals of the Wellington Postal Conference will be accepted.

The breach of promise action brought by Miss Wyndham against Viscount Desborough, eldest son of the Earl of Coventry, has been settled.

The personality of the estate of the late Mr. Thomas Crisp, of Melbourne, has been sworn under £120,000. Substantial legacies are left to numerous relatives, and the balance of the estate is left to an adopted son and daughter.

The cherries shipped from Adelaide by the *Wendell* sent to the U.S.A. by the *U.S. Australia* have been landed. The portion which was packed in cork-drums was in excellent condition. The remainder were rotten, owing to their having been in contact with apples and pears.

The result of the shipment of live sheep from Melbourne to London has proved most satisfactory.

The first auction sale of South Australian land since the war depots has been very successful. The sales of all kinds of building plots.

FEBRUARY 5th.
In commenting upon the victory of the Australian cricketers in the fourth test match at Sydney, the *Chronicle* says that Stoddart did everything possible against the remarkable bowling of the Australians.—**MR. JUSTICE**

The *Daily Telegraph* remarks that the

their performance does not contain a single redeeming feature.

The *Standard* states that cricket in Australia has reached an unusually high level. Australian colonists, it says, are entitled to the warmest congratulations on the recent victory.

The *Standard* also states that Shickard's laurels are somewhat faded, and urges that he should be slipping from his grass and urging that a desperate effort be made to retrieve the position of the English team.

Mr. Arnold Morley, the Postmaster-General, has administered a rebuff to the London County Council, which body had asked to have the management of the telephone system of London placed under its control.

Under the cover of a flag of truce the Kafirs have made a bold dash for the station on the Portuguese at Delagoa Bay, East Africa. Seventy of the Portuguese were killed.

The rising of natives in the Niger territory, West Africa, against the authority of the Royal Niger Company, has been quelled.

Bishop O'Reilly, of Port Augusta, has been appointed to the Archbishopric of Adelaide.

It is rumoured that Bishop Selwyn of Melaneia, has been offered the Anglican Bishopric of Adelaide.

February 6th.

Messrs. Bockow, Vaughan, and Co., agents, unsuccessful tenderers for the supply of 25,000 tons of steel rails for the Western Australian Government. The contract price is extremely low.

The committee appointed by the Governments of Great Britain, Germany, and America to consider the claims for the land in Samoa has recognised most of the German claims, and has agreed to meet and settle the claims made by British and American subjects.

The best land has been allotted to the Germans.

A syndicate of English sporting men was arranging for the purchase of the rancherie Carbine from Mr. Donald Wallace, of Victoria, at the time that the offer of 13,000 guineas from the Duke of Portland was accepted.

Advices from Honolulu at 12 that ex-Queen Kapiolani, who was recently arrested in connection with the rebellion against the first of the established republic, has formally renounced her claims to the Throne of Hawaii, and has professed allegiance to the Republican Government.

In the House of Commons to-day Mr. Sydney Buxton, Parliamentary Secretary to the Colonial Office, stated that her Majesty the Queen had declined the allegiance proffered by the Swazis vults to England on behalf of their countrymen who desired to be brought under British rule.

An English smelting firm has adopted the process invented by Captain Ansell, of Adelaide, for the treatment of Broken Hill sulphide ores, and is erected at London and Swansea.

In England intensely cold weather is being experienced. In some parts of the Midlands a temperature is recorded of 6 degrees below zero.

February 7th.

Violent snow blizzards have occurred in Scotland. In most parts of England and in Wales many trains are snow-bound.

The upper part of the River Thames is blocked by ice-floes.

In London and its suburbs the temperature is below zero.

In the Northern States of America the weather unprecedentedly cold, and averages 25 degrees below zero.

In the Western States the temperature is 50 degrees below zero. Lake Champlain is frozen over.

In the House of Commons to-day Mr. Sydney Buxton, Parliamentary Secretary to the Colonial Office, replying to an amendment on the motion for the adoption of the Address-in-Reply, declared that the Government regretted the manner in which the Boers were treating foreigners, but would not at present the Government had no right to forcibly interfere. The treaties existing between Great Britain and the other Powers prevented her Majesty the Queen from accepting the allegiance proffered by the Swazis, and they were bound to the Swazis by ancient laws and customs. Moreover, he said, the Swazis King had already battered away his rights to the land.

The P and O and Orient Steam Navigation companies decline to accelerate the speed of their vessels to Australia to 30 days, to increase the accommodation for cold storage, to reduce the tolls, or to engage to employ only white labour.

Mr. Will, however, agrees that the steamers shall call at Colombo on both the outward and homeward journeys, and will consent that after the 1st February next year parcels shall be included in the mails, thus effecting a saving to the colonies of £1000 a year.

Mr. Arnold Morley, the Postmaster-General, intends the contract for a further period of two years, and will write to the colonies respecting other proposals of the Wellington Conference.

The Gold-mining of the Waikato Silverton Extension Gold-mining Company, New Zealand, is being issued, with a capital of £60,000. Of 10 shares to the extent of £10,000 have been applied for to the public, and have been applied for to-fold.

Mr. Bland has introduced into the United States House of Representatives a bill providing for the coinage of silver in place of the gold bill, which embodies the proposals of the President Cleveland for the issue of a loan of \$100,000,000, extending over five years, for the purpose of creating a sufficient reserve to redeem the legal-tender notes.

It is reported that a syndicate, consisting of the Rothschilds, the Morgans, and the Belmonts, intend to take the whole of the Amrail bonds which President Cleveland proposes to issue for the purpose of creating a sufficient reserve to redeem and cancel the legal tender notes.

The further Mr. Tom Coward's scheme for the construction of a Trans-Continental Railway, any of the leading capitalists are joining the movement. Maps and plans illustrating the scheme are being issued by Frezzer Bros.

The daily papers again mention the name of Mr. Munro Ferguson as likely to succeed the Earl of Kintore in the Governorship of the State of Australia. Sir William Robinson, the present Governor of Western Australia, is also mentioned.

The Postal Conference at Hobart Town has decided that the mail ships shall in future call at Fremantle.

Mr. William Pendar has notified the Conference that his company is prepared to agree to the deduction of the cable guarantee now demanded from the Australian colonies, providing the Government executives are adding to the new arrangement until the end of 1899.

The Conference of Premiers now sitting at Hobart Town has agreed on behalf of their respective governments to accept the draft of a resolution providing for the election of a popular convention whose duty it shall be to frame a Federal Constitution.

February 8th.

An extraordinary and violent case occurred today during the course of an inquest respecting the death of a Jewess, who was found murdered by her throat cut in a terrible manner.

A man named Woodward, who is under arrest on suspicion of being the murderer, was before court in custody. During the progress of the case the prisoner became very excited, and repeatedly quite lost control of his temper. He

wardable state of anger. Suddenly he sprang towards the witness-box and, addressing the witness in a loud tone, shouted "I will save your heart out!" Immediately the warders, who had charge of Woodward, made an effort to secure him, and they were so far successful as to prevent actual violence to the witness. A terrible fight ensued, the enraged prisoner struggling desperately for his liberty. The witness, who was attacked went to the aid of the warders. During the confusion which followed the prisoner escaped, and bolted from the court. He had not gone far, however, before he was captured and brought back.

An extraordinary attempt of a *minister of religion* to rob a bank is reported from a postmaster, whose name is Regis, belonging to the Rapids Church, entered the bank at a quiet period of the day, and producing a revolver ordered the cashier to "bail up." The overawed official threw up his hands, offering no resistance whatever to an assassin, who, still keeping his man covered, proceeded to transfer the money within reach to his pockets. At this point another cashier entering grasped the position of affairs, and hurrying out, he attracted the attention of the clerical staff. The robber secured a shot-gun on another part of the premises, and returned to the bank with the gun at the man, who was still being collected. The robber, however, was not armed with a heavy booty, and called on him to give himself up. The minister, caught in a trap, was then captured without further trouble by the officials.

February 1st.

The decisions of the Commission appointed to adjust the affairs of the much troubled State of Missouri will greatly curtail British and American loan interests and influence in those islands. All the best lands have been allotted to the Germans.

February 2nd.

The *Sportman* states that the Australian echomorse Carbine would have realised fully 10,000 if he had been submitted to auction.

Terribly cold weather continues to prevail throughout the United Kingdom and Europe. The Thames is completely frozen over, and several trains have been snowed up, and traffic almost at a standstill.

Steamers are almost at a standstill in New York with ice. Terrible storms have occurred in the United States. The crops throughout Florida have been almost completely destroyed, and several passenger shipswrecks are reported.

February 14th.

Excessively cold weather continues on the continent and throughout the United Kingdom. Eighteen large steamers are now lying together in the River Thames. Much suffering is caused on the unfortunate poorer classes, and the wealthy people have been found frozen to death in the streets.

ADELAIDE, February 13th.

Mr. P. Price, Member for Sturt, is being sued for criminal libel by Messrs. Cave and Co. whom he recently accused of being guilty of dishonesty with connection with the proposed construction of a Government refrigerator, making a statement to the effect that the firm in question controlled the tender board to an extent that would prevent them from the work whether they took or not. The case is in the hands of the court. The plaintiffs have retained Mr. Symon, Q.C.

February 18th.

Mr. Price, M.P., sued for criminal libel by Messrs. Cave & Co., has been committed for trial. Bail has been granted, himself in £100, and Messrs. McPherson and Batchelor, M's. P., sureties in the sum of £50 each.

MELBOURNE, February 18th.

The colony of Victoria has exported butter this season to the value of over £800,000.

LONDON, February 18th.

Intensely cold weather still prevails throughout Europe and the United Kingdom. Nearly one hundred persons have been found frozen to death in the streets of London. Thousands of persons are starving in Birmingham and other large centres.

February 21st.

Another experimental shipment of live cattle from Sydney have been landed in London in good condition. Thirty-four were landed out of fifty shipped.

Sullivan, the New Zealand sculler, has accepted Harding's challenge for a match for \$400 a side, to be rowed on the River Thames April.

THE "ELBE" DISASTER.

WHY SO MANY OF THE OFFICERS AND CREW WERE SAVED.

LOWESTOFT, January 31st.

The explanation given by the surviving officers as to the proportion of the crew saved to a number of passengers saved is that the following orders were given by the officers of the *Elbe*: The children were to be saved first and then the women, and they were to be placed in seats on the starboard side, where the women and children were told to gather. But almost immediately the orders had been obeyed the *Elbe* was heavily to starboard and the men were told to the promenade deck, that the starboard boats were rendered useless.

The boat which brought the survivors away from the *Elbe* was one of the port boats and was the last to leave the vessel. Acting upon the orders of Captain Von Gossel, Third Officer Lindberg and the paymaster, who were in charge of this boat, took seats inside of her, and when, when the water was creeping over the deck, rush was made for the boat and anybody who could get into it did so.

The rescued men in the Sallers' Home were checking up their tattered clothing to-day, laughing and joking the while. They said they were all below asleep when the collision took place. It was impossible to reach the forward lifeboats, as the bows of the steamer had risen high out of the water. The seamen then went aft and escaped in the manner already described. They say, indeed, that the lifeboats were not on the *Elbe* after the collision, but that they drifted in the manner in which they replied to questions on this point showed, that great confusion prevailed.

"Could we," they said, "stand there on the sinking ship and not spring into the boats now?"

"I cannot swim at all," said one of the seamen, "and the distance between the boat and the ship's side was increasing."

"Did the captain give no orders?"

"Only one," was the reply, "and that was that the women and children were to go to the starboard side. We were on the port side and remained there to give the women and children a chance, and, of course, we could not help them."

"Did none of the passengers endeavour to leap into the boats?"

"The boats?" was the next question.

"They could not," said the seaman addressed, "and had the vessel raised out of the water, they were afraid to jump."

"What?" interjected one man. "Did not one of the passengers jump and nearly swamp the boat—a big, stout man?"

"And here the speaker, in a scowl on his face, made a gesture to represent a person of exceeding corpulence."

"Nineteen men in a boat only able to hold twelve, no wonder," he continued. "We could not take any more on board. Besides," he again made a gesture of a dramatic posture to depict the bodying of the whiplash, caused by a ship fast going down—"we should have been sucked into the sea."

Then questioned as to the action of the captain, he said: "The captain was not in the boat."

have given more orders, but in the confusion which followed the disaster it was impossible to hear orders, even if they had been given such a distance from the bridge.

SOME SAY THAT THERE WAS A FOG AND OTHERS THAT THERE WAS NOT.

LONDON, February 20.—Three survivors of the *Elbe* have returned from Liverpool for New York. Before leaving they requested that the bodies of relatives lost on the *Elbe*, if recovered, be buried in England. Miss Bockert, the woman survivor, said to-day that when she tried to get into the boat near which she was thrown by a wave many hands rushed her off. She was finally dragged into the boat. She declares that no fog prevailed when the collision occurred.

LATEST PARTICULARS.

The Queen to-day sent a message to the regents of the Lloyds line expressing regret at the loss of the *Elbe* and asking to be informed of any chance of any more survivors. The agents on the Lloyds line have been asked to hope that any more would be saved. Up to 2.30 o'clock to-day no bodies or wreckage have been found.

The owner at Aberdeen of the steamship *Craik*, which is believed to have run into and sunk the *Elbe*, has received a brief telegram from the captain at Massul, stating that the *Craik*'s bow was terribly crushed by the impact of the vessel with the *Elbe*, and that the latter was in a bad condition, when she struck Massul. The captain was below at the time of the collision and the mate was in charge of the vessel. The latter has made a statement to the captain that he has no knowledge whatever of the name of the vessel with which the *Craik* collided. His own vessel was so terribly damaged that its condition called for the undivided attention of the officers and the entire crew all of whom had to bend their energies to saving their ship and their lives. When the vessel was struck a dense fog at the time, and the vessel with which the *Craik* had collided was lost to view in the first almost immediately after the crash.

Mr. Carl Hoffman, of Grand Island, Nebraska, refutes this statement by making the assertion in addition to his already published statement that if the vessel which came into collision with the *Elbe* had stood by the sinking ship a majority of the passengers might have been saved, as the *Elbe* stood perfectly still for many minutes after the collision. The captain, however, discipline was maintained, and there was no such an difficulty in transferring the passengers. A Liverpool to Lloyds from Rotterdam says the *Craik* left Massul at ten o'clock on the night of January 20th for Aberdeen and returned there at 1.25 p.m., January 30th, damaged. She reported having been in collision with a large probably an American liner. The *Craik*'s engine was completely gone, having been carried away in the third hour. The collision was violent and had made some damage. The collision according to the officers of the *Craik*, occurred between 5 and 6 o'clock on the morning of January 30th. One of the crew of the *Craik* is injured by the collision. Captain Gordon, of the *Craik*, says that the steamer with which his ship was in collision was lost sight of and immediately after the vessels came together, and was thought she had proceeded. The *Craik* remained in the vicinity for two hours and then returned to the harbor. It was feared that the vessel would not keep afloat. The collision was so violent that immediately after the collision the *Craik* struck by the *Craik* burned blue and white. Similar signals were burned by the *Elbe*, his belief being that no assistance was required on either side. The *Craik*'s officers thought that the ship with which the *Craik* was in collision was a large steamer with two funnels. The surviving officers of the *Elbe* denounce the story of the *Craik*'s officers as pure invention. The chief pilot, Greenham, said: "It was a black lie. The *Elbe* was quite dark, and the lights of several smacks were visible four or five miles off."

The survivors of the *Elbe* brought to Lowestoft the *Widdow* have nearly all recovered from their shock and exposure. Miss Anna Mecker, the only woman known to have been saved, is the only one not able to be about. The surviving officers of the *Elbe* are very anxious in regard to the disaster pending the arrival of the *Elbe*. It has transpired that an officer of the *Elbe* saw the light on the port bow belonging to the vessel which it is reported was trying to cut across their bows. The *Craik*, it is now certainly known, is the ship which struck the liner and sent her to the bottom.

William Wright, skipper of the fishing smack *Widdow*, says: "We were cast, south-east of Lowestoft with our trawling gear down, when at about 11 o'clock yesterday morning I saw a small lifeboat, a mile or more from the boat. I was naked, but I saw something from her stern. Water was breaking over the boat. I watched closely, her occupants seemed to think I was going to leave them, so I waved my bat, took us half an hour to get up our trawling, and in the meantime the boat was drifting away from us. When I got close to them I cast a rope, but they were so cold and wet and numb that they could not make it fast for some time. We put a line across the boat and the smack, and about half of them jumped aboard, the strain caused by the heavy sea parted the rope, and the remainder once more drifted away. Eventually we made another line fast, and more of the unfortunates were dragged in, saving a woman and four men in the boat. The man lay in the water in the bottom of the boat. She wore a long coat, but had on neither shoes nor drawers, but Elliot Greenham helped her get on her feet. The man was quite naked, and I dragged the smack the line again parted and the boat was lost. I got the woman below and sent all the others to go to the engine room and she took off her clothes and wrapped herself in dry blankets. I am sure another hour's exposure in the boat would have killed some of them, for there were six inches of ice on my deck."

AN OFFICIAL ACCOUNT.
 A Story Compiled From Statements of Survivors.

LOWESTOFT, January 31st.

The following statement of the disaster was made this afternoon by the German Consul, Herr Bradner, after sitting all the afternoon with the survivors, questioning them and their crew, and it may be classed as the consensus of the officers' opinions:—

The collision occurred forty-five miles from the Lowestoft lighthouse. Though both the *Elbe* and the colliding steamer were going full speed ahead, the concussion was very slight. Immediately after the collision the *Elbe* began to settle down, stern first, her bow mounting high in the air, and in consequence it impossible to see the bows.

As everybody crowded upon the deck immediately after the shock, and in a state of great excitement, it was impossible for the orders of the captain, who was standing on the bridge, that women and children should be saved first, to be obeyed.

First was made for the boats that were available. The first boat to be struck the water was the *Widdow*, the steamer and the passengers. The *Widdow* was broken. The *Elbe* was crowded into the water. The boat was smashed and was lost sight of in the darkness, which was raining, but it is feared the

